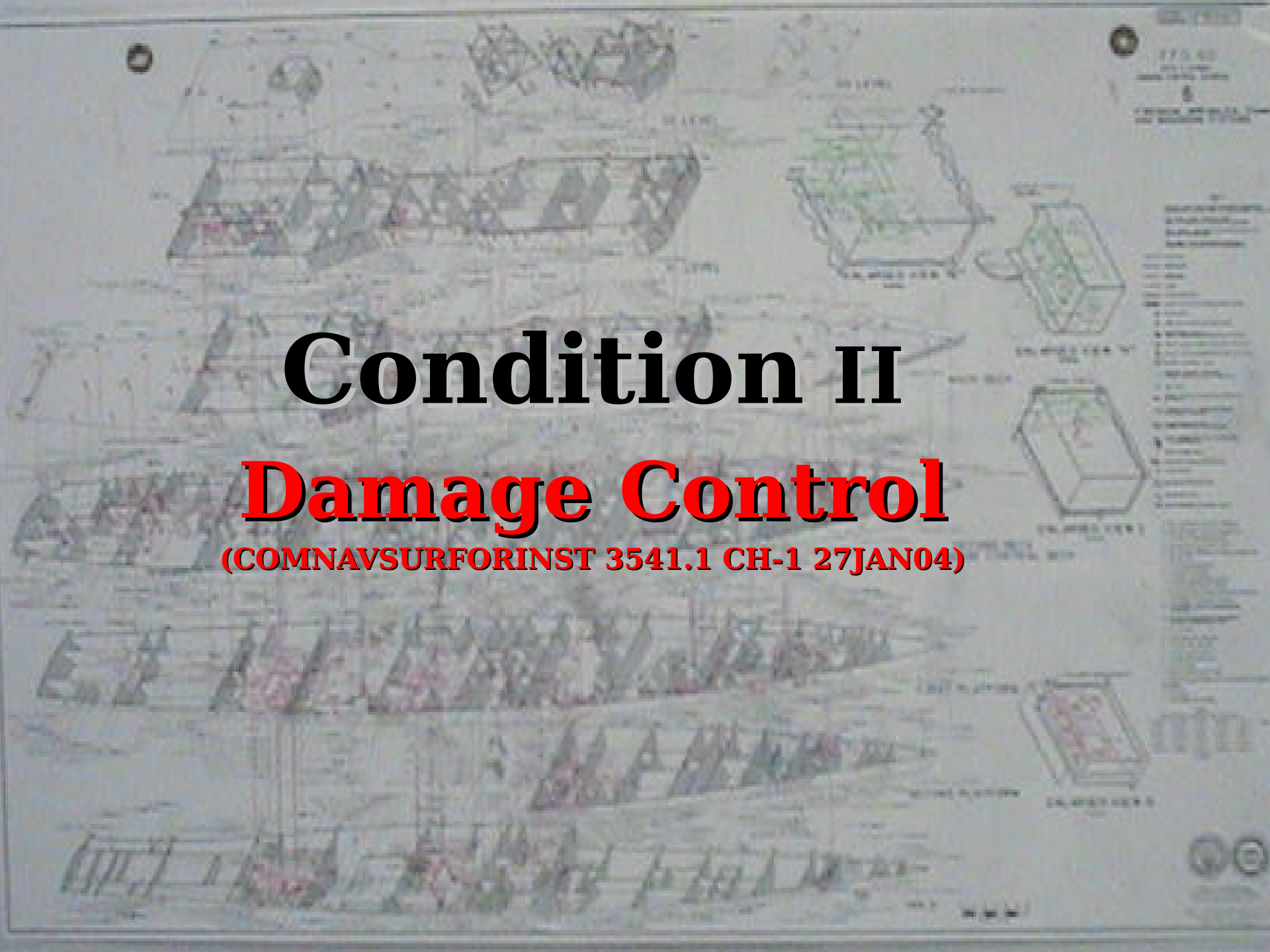


Condition II

Damage Control

(COMNAVSURFORINST 3541.1 CH-1 27JAN04)

DC ORGANIZATION

- **The concept behind the changes to the damage control organization is to allow the ship to continue its tactical mission while responding to a casualty in a tiered approach. The tiered response allows the CO the ability to utilize resources more efficiently. Tiered response consists of three layers: Flying Squad, Condition II Damage Control, and General Quarters**

Condition III

lying Squad handles the casualty.

No BDS is required.

Condition II DC

Flying Squad is unable to handle the casualty and has to be augmented by additional personnel from the DCRS.

Man up main BDS

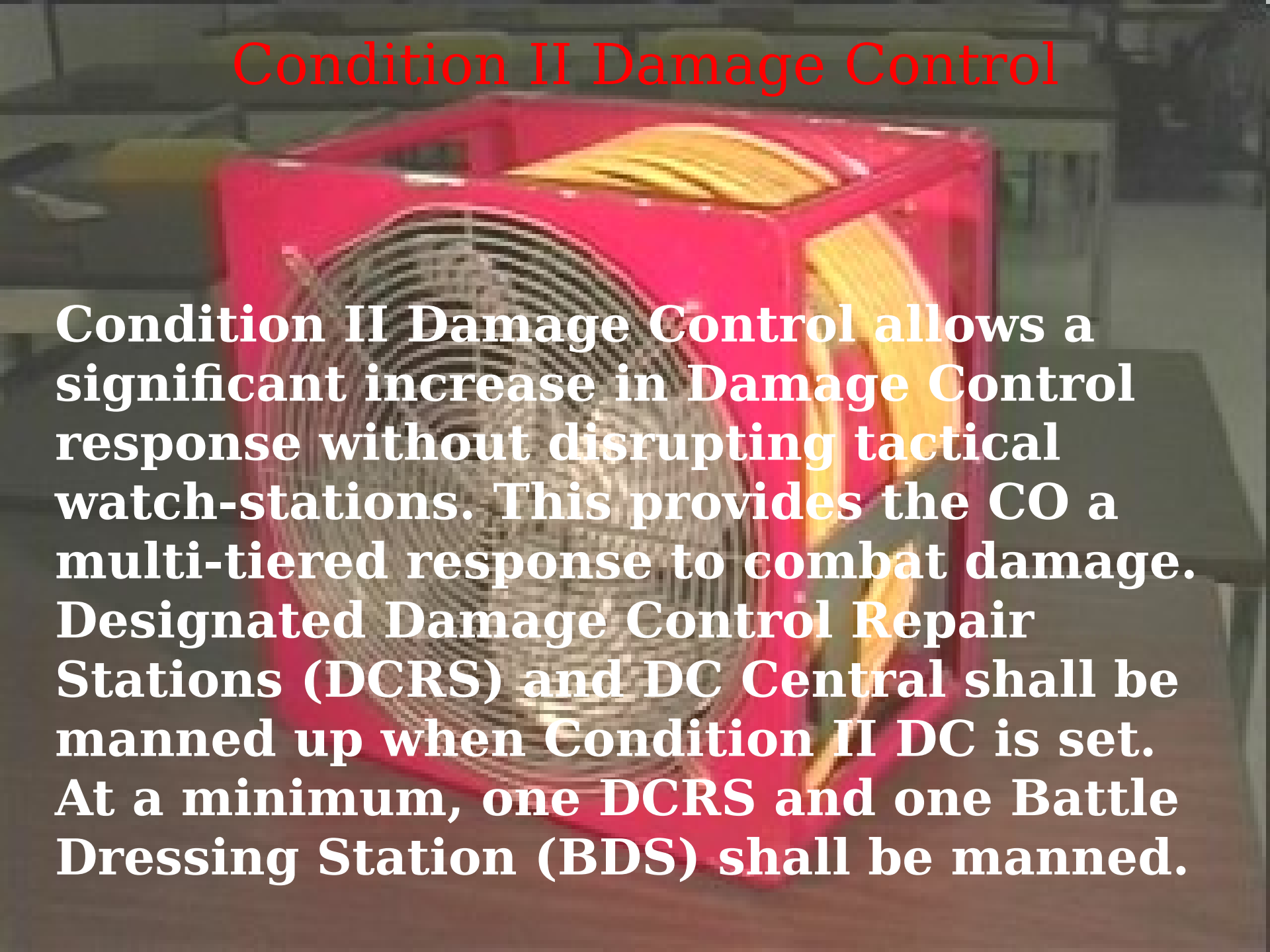
If GQ is ordered from this point, personnel already on station remain on station until other members repor to corresponding lockers awaiting assignments.

Condition I (GQ

Condition II DC was unable to handle the casualty or the damage is so severe th entire ship needs to combat the casualty.

Man up the BDS's

Condition II Damage Control



Condition II Damage Control allows a significant increase in Damage Control response without disrupting tactical watch-stations. This provides the CO a multi-tiered response to combat damage. Designated Damage Control Repair Stations (DCRS) and DC Central shall be manned up when Condition II DC is set. At a minimum, one DCRS and one Battle Dressing Station (BDS) shall be manned.

Condition II Damage Control

Implementation

Implementation of Condition II Damage Control is very simplistic. First and most important, Condition I (GQ) manning of Damage Control Repair Stations (DCRS) must remain in place. DCRS manning requirements are listed in appendix (a) of COMNAVSURFORINST 3541.1. Secondly an effective Flying Squad that is well versed in all possible casualty scenarios must be intact and ready to respond at a moments notice. Flying Squad personnel shall not stand watches, thus the quick response. Flying Squad manning requirements are listed in section four of the

HOW IT WORKS

Underway normal steaming a casualty is reported and called away. The Flying Squad responds to the

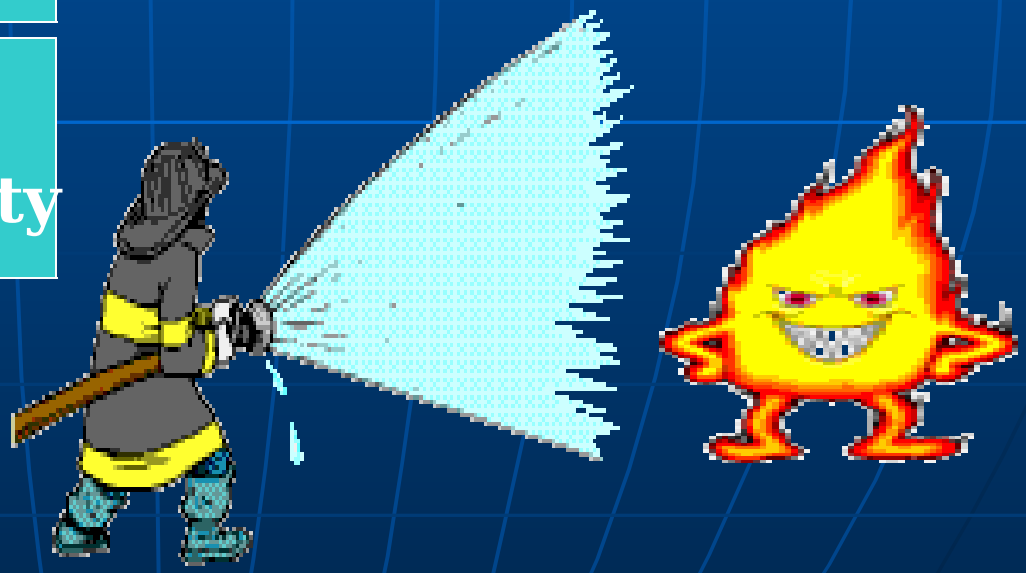
Rapid response reports directly to the scene

Additional Flying Squad personnel dress out in PPE

Flying Squad able to handle the casualty

Casualty complete No further action required

Rapid Response:
FM
Elect
2 Responders

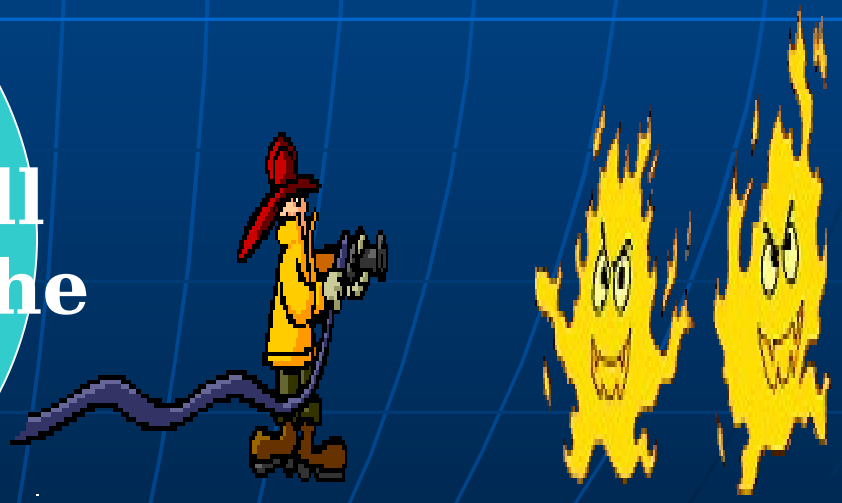


If the scope of the casualty is beyond the ability of the Flying Squad additional assets are necessary.

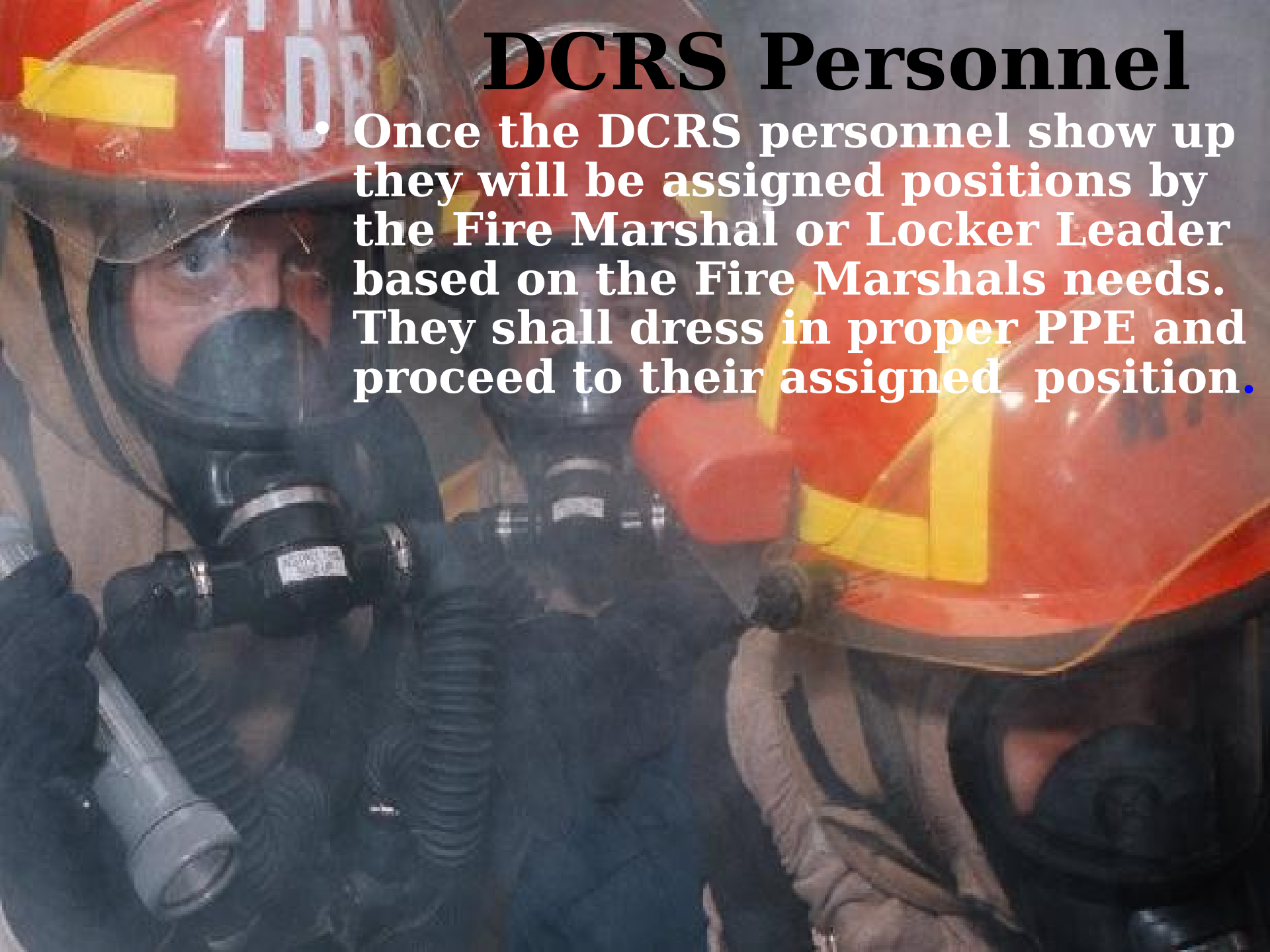
- With the Flying Squad and the personnel from the DCRS there should be sufficient personnel to handle the casualty.

Set COND II DC

Personnel from the DCRS (not on watch) will be called away to assist the Flying Squad.



- **The DCRS closest to the casualty shall be called away. Personnel not on watch in the respective DCRS man up locker to assist the Flying Squad (Fire Marshall still maintains control of the casualty).**
- **The main BDS needs to be manned. Own ships instruction will determine what BDS to set up for a casualty depending upon location. Usually Main BDS is used unless casualty location forces evacuation.**



DCRS Personnel

- Once the DCRS personnel show up they will be assigned positions by the Fire Marshal or Locker Leader based on the Fire Marshals needs. They shall dress in proper PPE and proceed to their assigned position.

Transition From Condition II Damage Control to Condition I (GQ)

- With Condition II DC set and the extent of the casualty is beyond the scope of the teams, further assets will be necessary. In order to fight the casualty and save the ship Condition I (General Quarters) should be set.

What to do in the case of a MFOL U/W, Inport?

COMNAVSURFORINST 3541.1 CH-1 Tab A and B

(Set Condition II DC)
REPAIR 5 personnel
(not on watch) will assist
the flying squad.
Man up other DCRS as needed.

Man up BDS

- There is not enough personnel on the Flying Squad alone to effectively combat a class B fire in the main space.

Command and Control

Bridge

Combat

Engineering

DCA

BDS

SCENE (FM/OSL)

DCRS (RLL)